

Comments on Selected Projects Reviewed by VTA

July, August, and September of 2007
November 17, 2007

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of Milpitas	N/A	ML0701	DEIR	6/20/2007	8/3/2007

The Murphy Ranch Residential Project
Southwest corner of Technology Drive and Murphy Ranch Road

Description: Murphy Ranch South - construction of 285 townhomes on 14.15 AC and Murphy Ranch North - construction of 374 apartments on 7.58 AC.

VTA Comments:

Transportation System Planning and Design

Cumulative Conditions

The DEIR for this project is based on long-term projected roadway link volumes using year 2030 land use data. The VTA TIA guidelines (Page 17) requires that a near-term cumulative analysis that include expected growth until the project is expected to be available for occupancy be analyzed. Please revise the TIA to include near-term cumulative conditions for this project. VTA is considering changing the study scenarios to evaluate long-term analysis complying with the CEQA analysis in the next TIA guidelines update.

2030 Network Assumptions (Page 45)

Please note that the current I-880 widening project in this study area will consist of building high occupancy vehicle (HOV) lane from US 101 to SR 237 only as auxiliary lanes between Montague Expressway and Alameda County already exist.

On-Site Planning and Design

Bicycle Parking

VTA recommends that the project include 220 Class I bike parking spaces (bicycle lockers or secured shared-access storeroom); 44 Class II bike parking spaces (bicycle racks) for the multi family and apartments combined, based on VTA's Bicycle Technical Guidelines. The bicycle racks should be located in a visible location, within 50 feet of the main entrances. The Bicycle Technical Guidelines provide additional guidance on estimating supply, siting and design for bicycle storage facilities.

Bus Service

There is an existing ACE shuttle bus stop on Murphy Road, south of Technology Drive, adjacent to the project site. In order to provide convenient access to transit service, VTA

requests the following bus stop improvements:

- 1) Bus stop to remain in general area.
- 2) Sidewalk access to the bus stop.
- 3) A 8' x 40' passenger waiting pad.
- 4) No trees or landscaping within bus loading area.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of Milpitas	GP&ZC2006-2,SZ2006-7,UP2006-12, MA2006-3,EA2006-5	ML0602	MND	6/18/2007	7/12/2007

South Main Street

South Main Street and South Abel Street

Description: Construction of a 3 story condominium complex.

VTA Comments:

Mitigation Measures

The initial study states that the project is adding additional traffic to three existing deficient intersections along Montague Expressway. VTA agrees with the requirement for the project to make a fair-share contribution towards improvements along Montague Expressway.

Parking

The project is proposing 236 covered and 36 uncovered parking spaces for a total of 262 parking spaces. The initial study implies that the project is exceeding city code requirements by 31 parking spaces. Since the project is in close proximity to a VTA LRT Transit Center, VTA recommends a reduction in the number of parking spaces that is less than or at least equal to that established by the City of Milpitas code.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of Mountain View	N/A	MV0602	Other	6/13/2007	7/11/2007

South Whisman Drive
100 – 500 Ferguson Drive

Description: 1200 residential units.

VTA Comments:

Development Design

VTA's Development Design and Transportation (CDT) Guidelines should be used when designing this development. This document provides guidance on site planning, building design, street design, preferred pedestrian environment, intersection design and parking requirements. The CDT Guidelines are available upon request to agency staff.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of Palo Alto	N/A	PA0702	NOP	8/23/2007	9/17/2007

Stanford University Medical Center Facilities Renewal and Replacement Project and Stanford Shopping Center

Expansion

Southeast corner of Sand Hill Road and El Camino Real

Description: Replacement and expansion of facilities for the Stanford University Medical Center. Expansion of the Stanford Shopping Center.

VTA Comments:

Traffic Analysis

VTA's Congestion Management Program requires a Transportation Impact Analysis for any project that is expected to generate 100 or more new peak-hour trips or will add a volume of traffic to freeway facilities greater than one percent of the freeway segment's volume. Based on the information provided on the size of the project, a TIA may be required. VTA's Transportation Impact Analysis Guidelines should be used when preparing the TIA. These guidelines include the analysis of bicycle facilities, parking, site circulation and pedestrian access, as well as roadways.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of San Jose	GP06-03-01	SJ0605	NOP	6/15/2007	7/25/2007

King and Dobbin Transit Village Project

Northeasterly side of North King Road, approximately 640 feet south of Mabury Road

Description: Rezoning to allow a density of 20-110 DU/AC with construction of up to 1,300 DU and 50,000 SF of commercial space on a 24.8 AC site.

VTA Comments:

Development Design

VTA's Community Design & Transportation (CDT) Guidelines should be used when designing this project. This document provides guidance on site planning, building design, street design, preferred pedestrian environment, intersection design and parking requirements.

Given the proximity to a future BART station, the development density is appropriate.

Bus Service

The proposed development is served by bus lines 12, 36, and 77. In order to provide convenient service for transit, VTA staff recommends that the City condition the developer to provide the following improvements:

- 1) Establish a new bus stop adjacent to the development on King Road, north of Dobbin Drive.
- 2) Provide a 22-foot curb or bus duckout per VTA design standards.
- 3) Install a passenger waiting area (8' X 40') and sidewalk access to the passenger waiting pad.
- 4) Install a 10' X 55' bus pad in the street per VTA design standards, if there is a 22 foot curb lane.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of San Jose	PDC04-100, GP03-02-05, GP04-02-02	SJ0549	GPA	8/3/2007	8/24/2007

Istar Commercial/Industrial

Site bounded by Monterey Road, State Route 85, and Manassas Road

Description: GPA request to change the Land Use Transportation Diagram designation from Mixed Use with No Underlying Designation to High Density Residential (12-25 DU/AC) on a 74-AC site.

VTA Comments:

VTA would like to review development plans for this site when they become available in order to provide recommendations for bus stop improvements.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of San Jose	GP05-06-01/GP05-06-02	SJ0526	NOP	7/5/2007	7/14/2007

Race Street Residential

Generally located between I-280 and Auzerais Avenue and between Race Street and Lincoln Avenue/Northrup Street

Description: 2 GPAs from IP and C/IC to HDR and 2 PDRs from IP to A(PD) to allow 969 DU and 5,000 SF commercial space on 21.55 AC.

VTA Comments:

VTA provides bus service on Parkmoor Avenue and maintains a bus stop adjacent to the project site. In order to provide convenient access to transit service, VTA recommends that the City condition the developer to maintain the bus stop at the current location and provide the following improvements:

- 1) A curb lane or modified bus duckout.
- 2) A PCC bus top pavement pad.
- 3) A passenger waiting area per ADA requirements.
- 4) No trees, planter strips, or shrubs in the bus loading area.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of San Jose	GP07-03-04	SJ0726	GPA	8/20/2007	9/6/2007

Taylor-6th Mixed Use

Southeast corner of Taylor Street and 6th Street

Description: GPA for mixed use and 30,000 SF retail and 600 residential units.

VTA Comments:

Site Design

VTA's Community Design & Transportation (CDT) Guidelines should be used when designing this development. This document provides guidance on site planning, building design, street design, preferred pedestrian environment, intersection design and parking requirements. The CDT Guidelines are available upon request to agency staff.

Traffic Analysis

VTA's Congestion Management Program requires a Transportation Impact Analysis for any project that is expected to generate 100 or more new peak-hour trips or will add a volume of traffic to freeway facilities greater than one percent of the freeway segment's volume. Based on the information provided on the size of the project, a TIA will likely be required. VTA's Transportation Impact Analysis Guidelines should be used when preparing the TIA. These guidelines include the analysis of bicycle facilities, parking, site circulation and pedestrian access, as well as roadways.

Future Comments

As more information becomes available on this project, VTA will be able to provide specific recommendations and guidance for other issues of interest such as site design, parking, vehicle and pedestrian access and bicycle parking. At this point, we recommend that city staff consult the Community Design and Transportation Manual, Pedestrian Technical Guidelines, and Bicycle Technical Guidelines for early guidance on these topics.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of San Jose	PDC07-057, PD07-090	SJ0724	PDR	8/6/2007	8/24/2007

Riverview
Westerly side of North First Street, approximately 450 feet southerly of Rio Robles

Description: PDR from IP to A(PD) to allow up to 1,644 single-family and multifamily attached residences and 51,550 SF of retail commercial uses and a 5.2-AC public open-space on a 32.6-AC site.

VTA Comments:

Project Density

The density of the proposed project is commendable, particularly because it concentrates new growth adjacent to an exiting transit station. VTA is pleased to see that the greatest density, potentially, is located in the parcel closest to the River Oaks LRT station. VTA encourages city staff and the developers to pursue the maximum allowable density indicated in the plan for each parcel.

Site Design

For guidance regarding site design and transportation integration, please consult VTA’s Community Design and Transportation (CDT) Guidelines. This document provides guidance on site planning, building design, street design, preferred pedestrian environment, intersection design and parking requirements.

Traffic Analysis

VTA’s Congestion Management Program (CMP) requires a Transportation Impacts Analysis for any project that is expected to generate 100 or more new peak-hour trips or will add a volume of traffic to freeway facilities greater than one percent of the freeway segment’s volume. Based on the information provided on the size of the project, a TIA will likely be required. VTA’s Transportation Impact Analysis Guidelines should be used when preparing the TIA. These guidelines include the analysis of bicycle facilities, parking, site circulation, and pedestrian access, as well as roadways.

Future Comments

As more information becomes available on this project, VTA will be able to provide specific recommendations and guidance for other issues of interest such as site design, parking, vehicle and pedestrian access and bicycle parking. At this point, we recommend that city staff consult the Community Design and Transportation Manual, Pedestrian Technical Guidelines and Bicycle Technical Guidelines for early guidance on these topics.

Bus Service

VTA would like to review development plans for this site when they become available in order to provide recommendations for bus stop improvements.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of San Jose	N/A	SJ0723	Bus Stop	7/31/2007	8/7/2007

Tully-McLaughlin Chevron

**Northwest corner of McLaughlin Avenue and Tully Road
(1151 Tully Road)**

Description: Bus stop improvements.

VTA Comments:

VTA provides bus service along the project site and maintains two bus stops adjacent to the project site: 1) southbound McLaughlin, north of Tully; and 2) westbound Tully, west of McLaughlin. VTA recommends that both bus stops be maintained in their existing locations with the existing driveway configuration with the following improvements:

- 1) Minimum 8-foot sidewalk adjacent to the bus stops.
- 2) Install a 10' X 55' PCC bus stop pavement pad in the street for each bus stop.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of San Jose	N/A	SJ0721	Other	7/23/2007	8/16/2007

Underground Utility District
Diridon/Arena District

Description: Proposal to require all existing overhead utilities within the Diridon/Arena District to be undergrounded as they are affected by construction.

VTA Comments:

Construction of underground utilities should consider impacts to existing light rail and bus service.

VTA suggests expanding the utility district to include San Fernando between Autumn and Delmas due to the proximity of this area to light rail service and historic structures.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of San Jose	3-12797	SJ0709	TIA	9/5/2007	9/14/2007

Underground Utility District
966 South DeAnza Boulevard at Bollinger Road

Description: Construction of 7000 SF of retail and a 12,000SF Trader Joe's Store.

VTA Comments:

The plans appear to show a separation line between the bus pad and curb and gutter for the PCC bus stop pavement pad. This should be shown as a monolithic pour of the bus stop pavement pad with the curb and gutter.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of San Jose	PDC06-094	SJ0631	PDR/MND	7/6/2007	7/18/2007

Morrison Park Residential Project

Bounded by Morrison Avenue, Cinnabar Street, and Stockton Avenue

Description: Construction of up to 250 single family residential condominiums and townhouses on 4.4 gross acres.

VTA Comments:

BART to San Jose Project

The BART to San Jose project tunnel alignment travels through the development site at the corner of Morrison Avenue and Cinnabar Street at a depth of approximately 40 feet below grade.

The project will construct two single-level underground garages (approximately 7 feet below grade). But the extent of the underground parking and foundations of the structures are not discussed. Changes to this parking plan could impact the BART tunnel construction.

To ensure safe and adequate construction and operation easements for the BART tunnels, VTA suggests a coordination meeting among VTA, City staff, and the developer be held as soon as possible.

Bus Operations

The table on page 90 refers to bus lines operating in the vicinity of the project. Lines 23, 36, 66, 81, 85, 103, 182, and 304 are not within walking distance of the project and therefore should be removed from the table.

Bicycle Parking

VTA Bicycle Parking Guidelines recommend that 73 class I bicycle parking spaces be provided by one of these methods: 1) 73 individual bike lockers; 2) a bike room for the entire building, or 3) individual storage units where tenants can store large bulky items of their choosing. In addition, bike racks accommodating a total of 17 bikes should be placed at the main doors of the complex.

PROACTIVE QUARTERLY STATUS REPORT GLOSSARY

A	Agriculture Zoning District	MND	Mitigated Negative Declaration
ABAG	Association of Bay Area Governments	MTC	Metropolitan Transportation Commission
AC	Acre(s)	MVHDR	Multifamily Very High Density Residential
ACE	Altamont Commuter Express	ND	Negative Declaration
A(PD)	Planned Development Zoning District	NOI	Notice of Intent
BART	Bay Area Rapid Transit	NOP	Notice of Preparation
BMPs	Best Management Practices	NPDES	National Pollution Discharge Elimination System
BRT	Bus Rapid Transit	PCC	Portland Concrete Cement
BT	Bicycle Technical	PDR	Planned Development Rezoning
CDT	Community Design & Transportation	PE	Preliminary Engineering
CG	Commercial General Zoning District	PPOS	Public Park/Open Space
CI/C	Combined Industrial/Commercial	PTG	Pedestrian Technical Guidelines
CMP	Congestion Management Program	PUD	Planned Urban Development
CSA	Construction Staging Area	R&D	Research & Development
CUP	Conditional Use Permit	R-M	Multi-Family Residential Zoning
DASH	Downtown Area Shuttle	ROW	Right-Of-Way
DC	Downtown Commercial Zoning District	RVHD	Residential Very High Density
DEIR	Draft Environmental Impact Report	RZ	Rezoning
DSM	Deep Soil Mix	SAR	Site and Architectural Review
DU/AC	Dwelling Units Per Acre	SCVWD	Santa Clara Valley Water District
EIR	Environmental Impact Report	SDP	Site Development Permit
ER	Environmental Review	SF	Square Foot
FAR	Floor Area Ratio	SFR	Single Family Residences
FEIR	Final Environmental Impact Report	SPA	Specific Plan Amendment
FTF	Future Transit Facility	SPRR	Southern Pacific Railroad
GPA	General Plan Amendment	SVRT	Silicon Valley Rapid Transit
HDR	High Density Residential	SVRTC	Silicon Valley Rapid Transit Corridor
HI	Heavy Industrial	SWPPP	Storm Water Pollution Prevention Program
HOV	High-Occupancy Vehicle	TCE	Temporary Construction Easement
HSR	High-Speed Rail	TCR	Transit Corridor Residential (20+Dwelling Units/Acre in the City of San Jose)
IP	Industrial Park	TDM	Transportation Demand Management
IS	Initial Study	TIA	Transportation Impact Analysis
ITR	Industrial to Residential	TIA NF	Transportation Impact Analysis Notification Form
ITS	Intelligent Transportation System	TM	Tentative Map
LI	Light Industrial	TOD	Transit-Oriented Development
LRT	Light Rail Transit	UB	Utility Box
LU/TD	Land Use/Transportation Diagram	UPRR	Union Pacific Railroad
MDR	Medium Density Residential		
MM	Mitigation Measure		